

LOG OF A FLYING TRIP TO EUROPE

From Washington, the Navy flies to London via Newfoundland, the Azores, and French Morocco; two nights and three days. On our first night in London, on a rainy Bank Holiday, we took in the Festival Exhibition on the South Bank. Oceanography, fisheries, shipbuilding, and seafaring were all well represented, but the historical side, except perhaps for the voyage of Captain Cook, did not receive much attention.

The Thames barge SARA, in beautiful condition, was lying at a buoy off the Festival grounds, and Scott's old DISCOVERY, minus her yards, is nearby. On another day we found an interesting collection of early ordnance at the Tower of London, including a carronade labelled as one of the first pieces cast by the Carron Company.

There are many interesting craft to be seen along the Thames. Along the upper reaches, as far up as the weir at Teddington, can be seen Dutch-built yachts with apple bows and leeboards. A motor launch trip from the Tower to Greenwich goes by docks in which rigged barges can be glimpsed (the GLENCOE is the only one whose name we saw). Off Bermondsey the BOUNTY, formerly ALASTOR, was lying, stripped down to fore and main lowermasts and bowsprit; at Deptford is the CUTTY SARK, still with topmasts, jibboom, and 9 yards in place.

It is a full day's job to see all the National Maritime Museum at Greenwich, and a sunshiny day should be picked, since the lighting is none too good (the same warning applies to practically every museum in Europe). Hours can be spent poring over such individual collections as the seal casts, which provide practically the only evidence now existing of the form of medieval ships; the Navigation Room, with Harrison's chronometers still working away; the models of anchors; the Nelson relics; and the dockyard models. Viewing the profusion of the latter, we felt a little better about the specimens now at the U.S. Naval Academy; perhaps some day they can be properly identified and displayed.

The new East Wing of the museum has

most of the 19th Century merchant ship material, and in general the models here are better labelled than in the older parts of the museum. There are full builders' hull models of the 4-mast ship DRUMBURTON and 4-mast barks DRUMBLAIR and DRUMELTAN.

One interesting model, made in 1823, shows a barge believed to date from 1500, unearthed at Rother, above Rye, in 1822. A vessel 65' x 15', it had a flat bottom with hard chine, like a Thames barge of today, but was clinker built in the topsides. Another, marked on the stern "I.L.1703" and attributed to John Locke of Plymouth, has both a hole for whipstaff and a steering wheel; it may be one of the oldest known representations of a wheel.

The National Maritime Museum is notably lacking in representatives of the coasting trades; there is not a single barkentine under its roof, for example. This gap is filled in London by the Science Museum at South Kensington, which is particularly strong on small craft of the British Isles and of the Far East. The splendid Maze collection of large-scale Chinese junk models is here, as well as Dr. Longridge's famous CUTTY SARK.

Another significant model is a hawk's-nest builder's model of the LIBERTY & PROPERTY of 1752, which bears on the question of whether models were used in merchant shipbuilding in Britain as early as they were in America. The Science Museum also has a notable aggregation of steamer models, including an interesting series of dredges.

We had a day or so at Plymouth, where we saw J. Meer, a loyal LOG CHIPS subscriber, who gave us a clipping on the recent call there of the Russian training ship TOVARISCH. Plymouth has, side by side, memorials of the

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MAYFLOWER, which took the first permanent is excellent.

English settlers to New England, and of the TORY, which took the first English settlers to New Zealand about 200 years later.

From the Hoe, the Eddystone Light can be seen, and the upper works of Smeaton's Eddystone Tower have been re-erected on the Hoe itself. The day we were there, an old U.S.-built four-stack destroyer was active in the harbor, making a movie of the St. Nazaire raid; perhaps this will be the last four-stacker in commission.

Another day we visited Lowestoft, where a couple of Thames barges were to be seen. The train cuts across a corner of the Norfolk Broads, and there is a Cherry Inn near Lowestoft, but we were told only one cherry is now left in service.

From Britain we went on to Brussels. The Army Museum here has a few models -- a modern rigged model of the 20-gun brig DUC DE BRABANT of 1845; a modern Belgian mine planter and an Italian PT boat; and some interesting toy models dated 1843-1844, made for the Belgian princes and princesses. There are also some uniforms and paintings relating to the Navy, but most of the display of course relates to the Belgian Army and Waterloo. Models sometimes turn up in out-of-the-way places; at the Faculté des Droits of the University of Brussels is a large display model of the steamer WESTERLAND, built by Laird in 1883.

On the Roodestraat in Antwerp is the Musée National de la Marine or Scheepvaart Museum; it is currently closed to the public pending a move to more spacious quarters. It has a large and important collection, at present a little the worse for some years of obvious neglect, but one that will be well worth a visit in the future when it is properly organized.

Among the half models are P. BERQUIN of 1872, F. BERQUIN of 1878, S. VAN DER BUSSCHE of 1868, BRADANT, built by Loring of Sunderland in 1863, VILLE D'ANVERS, #45 of Redhead, Softley & Co., South Shields, and others unidentified. Three framed and planked builders' models are of the QUINTEN HEMSIS of about 1845, a packet type of about 1850, and an early paddle steamer. There are some splendid Chinese junk models, and so many of East Indian types that some are stacked like cordwood. The model anchor collection is noteworthy; there are many examples of the famous Belgian ship portraits on glass from the middle of the 19th Century; and the library

The Netherlands have more marine museums in proportion to population than probably any other country, and we managed to visit four in the course of one day. In Rotterdam the Instituut voor Scheepvaart en Luchtvaart on Burg. 's-Jacobplein operates a museum showing current technology in shipbuilding and aircraft matters, with an adjoining technical library. The museum is full of instructive exhibits on shipbuilding, marine engineering, anchor and chain manufacture, dredging, and similar affairs, and the library has up-to-date books and periodicals in the field.

Next door is the Maritiem Museum Prins Hendrik, which is devoted to the historical aspects of seafaring. Starting with models of the Viking ships, it has the famous Spanish votive model of the mid-Fifteenth Century, which is probably the oldest European ship model, and then goes through 18th Century Indiamen and warships to 19th Century merchantmen and Dutch local types.

The museum is in a modern building, well designed for the display of its possessions, and the cluttered effect so common in nautical exhibits is entirely lacking. Among the 19th Century material are fully-rigged models of the KOSNOPOLIET of 1854, NOACH I of 1857, and the OLIVIER VAN NOORT of 1829, an exceptionally fine model. Our only criticisms are that the labels do not give the scale of the model and that the age of the model -- whether it is actually contemporary with the ship it represents -- is not indicated. This museum also has an excellent reference library.

At Amsterdam the Historisch Nederlandsch Scheepvaart Museum is world-famous. It issued in 1943 a 191-page illustrated catalog of its ship models and plans, which is on sale at the museum and thus makes it unnecessary for us to go into details. It has 40 or 50 19th Century builders' models and a rich collection of plans and treatises on shipbuilding from earlier years. Only a few steamers are represented, but these are mostly from the early 19th Century and hence of great significance. Again the lack of information on scales, both on labels and in the catalog, is a serious drawback to proper visualization of the models.

At the Rijksmuseum, a special exhibition of "Burgundian pomp" had temporarily relegated most of the maritime material to the basement. Only a couple of models were on

display, the outstanding one perhaps being a large rigged model of the merchant ship DE WITTE OLIPHANT of 1755. The rigging appears to have been added at a later date, however.

Hamburg has two museums with nautical material, the Museum für Hamburgische Geschichte on Holstenwall, and the Altonaer Museum in Altona. We saw only the former, which has an excellent exhibit relating to Hamburg's shipping industry. The 10-ft model of the 3d WAPPEN VON HAMBURG (1720), which was described by R.C. Anderson in the "Mariner's Mirror" in 1948, and which has since been transferred to Hamburg from the Royal United Service Institution, dominates the collection, and there are also representations of the other three WAPPENS.

Wall charts, which every museum should have, give the nomenclature of rigs and of steamer types. There is an excellent series of models from the period 1860-1905, including a barkentine; there are some good unidentified models from c.1830, similar to some at Antwerp; and there are fine models of earlier Hamburg ships. Another series of rather small-scale models has been made from Chapman's plates (1768).

Hamburg's Greenland whaling is well represented; there is a notable collection of pottery decorated with ship portraits; and there are some interesting relics and figureheads. Since Hamburg has no naval tradition, warships are conspicuous by their absence.

Lying at the Landungsbrücken in St. Pauli we found the bark SHUTE DEERN, which started out in 1919 at Gulfport, Miss., as the wooden four-masted schooner ELIZABETH BANDI. In 1930 she went out to the Baltic under the Finnish flag as the BANDI of Raumo, and in the summer of 1939 was refitted at Blohm & Voss as a three-masted bark. Her lowers and topmasts are in one piece, she has double spanker gaffs, and all her spars are of steel, welded. The hoisting yards are fitted with shoes running over tracks on the fore side of the masts. She has a coppered bottom, and has been given a gaudily painted figurehead of a peasant girl.

The SHUTE DEERN was intended as a cargo-carrying training ship for the Essberger tanker firm of Hamburg, and spent the war carrying salt from Germany to Finland or Sweden, returning with lumber. After the war she was taken around to Hamburg again and turned into a hotel ship and restaurant. India curry is the specialty of the house, and we can state from personal observation that it is excellent. The modern steel masts and rigging of the bark make an interesting contrast to her wooden hull, in which the massive timbers and knees of pitch pine tell of shipbuilding arts now almost forgotten.

SHUTE DEERN now is the only sailing vessel to be seen in Hamburg, which is a busy port. Vessels that have been given customs examination at the pier fly the customs flag -- divided like Oboe of the International Code, with white over black, -- under the ensign to signify they need no further examination.

In Hamburg we met Heinz Burmester at the Hydrographic Institute, and he told us PAULIR and PASSAT had been taken to Germany from Antwerp for fitting out as training ships. We also called at the office of F. Laeisz. Captain Piening unfortunately was out, but we saw a half-model of PRUSSSEN and two rigged models of PADUA.

We next had a brief look at Copenhagen. The Danish maritime museum is located at Elsinore, which was not on our itinerary; there is a dockyard museum at Copenhagen, but we missed seeing it. In the harbor lies the hulk of the JYLLAND, a steam frigate, victor against Austrian and Prussian forces at the battle of Helgoland in 1864. Here at the gateway to the Baltic, sailing vessels are more in evidence than they were in ports farther west. We glimpsed several schooners, with three and even four masts, and the smaller galeas types were in evidence in abundance.

From Copenhagen we flew to Oslo, with a stop at Kristiansand, where the full-rigged training ship SPORLANDET was lying in the harbor. The only craft of this nature at Oslo was a sand barge which may have been the LINGARD.

Over on Bygdøy, a short ferry ride from the main part of Oslo, is concentrated much of the material of Norway's shipping history. Chronologically, one should start with the Viking ships, which are housed in a building of their own. There are three of them, the Oseberg ship, buried around 870, and the Tune and Gokstad ships, buried around 900. The Oseberg and Gokstad vessels have been skilfully and authoritatively restored, but the Tune vessel consists of little more than floor timbers and bottom planking. The Tune ship, found in 1867, and the Gokstad ship, in 1880, were the graves of kings, or at any rate of men, but the Oseberg (continued on p.96)

THE SHIPBUILDERS OF THOMASTON (continued from p.76)

VII. CHAPMAN & FLINT (contd.)

A.C. Lopes continued to operate the square-riggers belonging to I.F. Chapman & Co. until the Panic of 1907, when the last vessels, the E.B. SUTTON and I.F. CHAPMAN, were sold for barges.

Benjamin Flint died on 28 June 1891, and in April 1892 Capt. William D. Burnham of the ST. JAMES was brought ashore as Port Captain. He played a large part in the formation of the American Hawaiian, and managed the steamer line for many years.

While in command of the PACTOLUS, Capt. Burnham was instrumental in placing the name of this Chapman & Flint ship on the world's charts. In November 1885 he obtained a sounding of 67 fathoms in 56°36'S, 74°20'W, in what is otherwise deep ocean, 240 miles west of Cape Horn, and this feature is now charted as Pactolus Bank.

(Since we commenced the story in July LOG CHIPS, Mrs. Theodore Schorske has sent us some additional data on Flint & Co., from the files of the N.Y. "Maritime Register" and other sources:

(The WM. STETSON of 1851, although owned 21/64 by Chapman & Flint, was managed by W. Stetson, and was not considered a C. & F. vessel.

(Flint & Co. bought the ship JAMES W. SMITH in 1898.

(The Charles R. Flint and George W. Gilchrest partnership, with ship chandlery at 66 South Street, was formed in March 1872; in June Charles R. Flint joined W.R. Grace at 47 Exchange Place as W.R. Grace & Co., agents for Brice, Grace & Co. of Callao, ship chandlers, and manufacturers' representatives. Flint resigned 31 Dec. 1885 and formed Flint & Co. with his father and brother Wallace B., doing business at 142 Pearl St. Flint & Co. did not start operating a clipper line to California until 22 July 1896, when they took over the Sutton operations; and the merger with the Dearborns seems to have been later; so that actually the Flints never competed with the Sutton Line, although in 1891 they advertised a line from New York and Boston to Chile, Peru, and Ecuador.

(The MAY FLINT arrived at Hiogo 1 May 1896 with kerosene; she took fire, but the flames were extinguished on May 6th with the vessel lying on the bottom in 28 feet of water. She was only slightly damaged,

and there was no salvage involved; but in view of the hostilities then going on in Manila and vicinity it seems obvious that her transfer to British registry was designed to protect her against capture by Spanish cruisers. She left Hiogo on 24 August.)

VIII. GEORGE A. GILCHREST

We have no biographical information on George Gilchrest, although it is likely that he was born and bred in Thomaston, where Gilchrest was a common name. As a shipbuilder, he first appears at Rockland in 1890, building schooners; in 1893 the firm was Gilchrest & Keen. Then in 1900 he built the first THEOLINE on a marine railway at Belfast, following her with four more vessels. After 1905 we hear no more of him until the building of the schooner NANCY HANKS at Thomaston in 1917.

That same year he made a contract with the Emergency Fleet Corporation for one Ferris-type hull, which was completed in 1919 as the UTOKA. A competent authority says of this vessel: "He knew the government specifications were insufficient, and put in more caulking than was required, so that she was one of the few that did not leak like a sieve."

A list of his vessels follows:

	At Rockland	Tons
1890 LENA F. DIXON	4m. Sch	1030
1891 CARRIE A. COOKSON	4m. Sch	963
1893 THELMA	3m. Sch	525
	At Belfast	
1900 THEOLINE (I)	3m. Sch	586
1901 HENRY B. FISKE	4m. Sch	847
1903 FRANK BARNET	4m. Sch	853
1904 KEY WEST	Suction dredge	498
1905 THEOLINE (II)	4m. Sch	981
	At Thomaston	
1917 NANCY HANKS	4m. Sch	1112
1919 UTOKA	Strmr	2599

IX. JAMES A. CREIGHTON

Captain James A. Creighton was another Thomaston builder about whom we have only fragmentary information. He was master of the WM. STETSON and other vessels; later he was in partnership with J.O. Cushing and Charles W. Waterman for a time, in the lime business; but the firm was dissolved in 1869. It seems to have built a couple of small schooners in this period, and in 1873 J.A. Creighton built the LIZZIE BELL. In 1874 Creighton, in association with

Captain Harvey Mills, built the ship JOSEPH S. SPINNEY. Mills owned $\frac{1}{4}$, Creighton drove Amos Walker's horse snaking timber 1/16, John Hilt, who was probably her master carpenter, 3/64, and Joseph Spinney of where the men put the frames together). I believe Harvey Mills loaned these fellows money. Most of their schooners were sold when quite new."

Creighton seems to have owned a shipyard site which was used by others, for it is stated that Patterson & Watts built the JOHN T. BERRY for Samuel Watts in the Creighton yard in 1876. In 1890 the firm of J.A. & G.A. Creighton built two schooners at Thomaston. Here is a list of all Thomaston-built vessels associated with the name Creighton:

1866 VETO	Creighton	Sch	91	The following is a list (probably incomplete) of the firm's construction after 1850:			
1867 NETTIE CUSHING	Farvell & Cr.	Sch	91				
1873 LIZZIE BELL	J.A. Creighton	Sch	65				
1874 JOSEPH S. SPINNEY	Mills & Cr.	Ship	1989				
1890 SUSIE M. PLUMMER	J.A. & G.A. Cr.	4m Sch	920	1850 JAMES NESMITH	Ship	990	old gross
1890 BESSIE M. CREIGHTON	"	"	612	1853 JUVENTA	Ship	1187	

X. STETSON, GERRY & Co.

After 1860 the usual pattern was for Thomaston shipbuilding firms to keep the management of their vessels themselves, and some good-sized fleets were built up, as we have seen. One firm, however, that continued to operate in the older tradition of taking the best offer, sale, freight, or charter, for a new vessel, was Stetson, Gerry & Co.

We have not yet traced its development before 1850, but in that year Stetson, Walker & Mills are credited with the JAMES NESMITH. William Stetson was born in 1813, probably in Robbinston, Maine, and came to Thomaston in 1839, where he carried on business as a shipbuilder and merchant. Walker was probably Amos Walker, later with Dunn & Elliot; and Mills was Captain Harvey Mills, Samuel Watts' brother-in-law. In 1853 we find listed the ship JUVENTA, built by Stetson, Gerry & Co. Gerry was Seth S. Gerry, born at Robbinston, Me., about 1822, while the "& Co." was probably already Alpheus Sherman, a native of Washington, Me., born about 1823, who came to Thomaston in 1837. Sherman and Stetson possibly were brothers-in-law, both having married Whitcombs, although Eaton states that Mrs. Stetson came from Eastport and Mrs. Sherman from Yarmouth.

Amos Walker seems to have left the Dunn & Elliot partnership in 1879 and to have replaced Sherman in Stetson, Gerry & Co.; Sherman then went south to cut timber. Mr. George H. Patterson of Fairfield, Maine, writes: "In 1879 I worked in the Creighton

1850 JAMES NESMITH	Ship	990	
1853 JUVENTA	Ship	1187	
1854 RICHARD ROBINSON	Ship	1458	1652
1855 SAMUEL WATTS	Ship	1248	
1860 GEN. KNOX	Sch	218	
1864 CARRIE MELVIN	Sch	275	192
1865 CORSICA	Ship		1336
1866 KEYSTONE	Brig		430
1866 WILLIAM SLATER	Sch		221
1868 VENTUS	Ship		1242
1869 AGNES I. GRACE	Bktn		460
1870 F.J. McLELLAN	Bark		634
1873 ELIA H. WATTS	3m. Sch		465
1874 LEVANTER	Bktn		643
1874 GRACE ANDREWS	3m. Sch		568
1874 ETTA A. STIMPSON	3m. Sch		314
1880 MARY SPRAGUE	3m. Sch		649
1881 LEVI S. ANDREWS	Bktn		669
1882 JENNIE LOCKWOOD	3m. Sch		433
1882 MARY A. KILLEN	3m. Sch		424
1882 HELEN L. MARTIN	3m. Sch		423
1883 EMILY J. WATTS	3m. Sch		462
1884 JAMES B. JORDAN	3m. Sch		722

As already observed in LOG CHIPS, Samuel Watts was managing owner of JAMES NESMITH and JUVENTA; Snow & Burgess of New York managed the RICHARD ROBINSON, CORSICA, and VENTUS.

Capt. Joseph A. Havener of Boston was first master of the CORSICA. Capt. Ambrose F. Vesper had the VENTUS and later the LEVANTER, George Snalley the WILLIAM SLATER and AGNES I. GRACE, Dennis R. Andrews the GRACE ANDREWS, and James B. McLellan the F.J. McLELLAN.

WASHBURN STORE NOT AT THOMASTON

We have received word that our account of the Washburns, on p.61 of May LOG CHIPS, was incorrect in stating that Washburn Brothers operated a store at Thomaston. It was actually at Port Clyde.

BOOK REVIEWS

THE MARINERS' MUSEUM, "American Merchant Sailing Vessels of the Nineteenth Century," Museum Publication No. 22, 25 pp. Newport News, the museum, 1951.

This catalog of an exhibition of portraits and models was compiled by the museum's curator of prints, Harold S. Sniffen. It lists chronologically 61 portraits and gives reproductions of 5. In each case the builders and owners, dimensions and tonnage and fate of each vessel are given. Eight models, two of which are illustrated, and 14 chinaware portraits, three of which are illustrated, are also cataloged.

A great deal of painstaking research has obviously gone into the compilation of this publication, and The Mariners' Museum is to be congratulated on its production.

TOMLINSON, H.M., "Malay Waters," 199 pp. front. London, Hodder & Stoughton, 1950. Price 12s 6d.

The subtitle of this work is "The story of little ships coasting out of Singapore and Penang in peace and war." It is a partial history of the vessels of the Straits Steamship Company of Singapore in World War II. The fleet numbered 37 vessels in 1939, of which 7 survived the war; the Liverpool records were blitzed, and the Singapore records destroyed by the Japs; so that the book is not a complete history, and manages only to deal with a few case histories.

These are enough, however, to give the feeling of frustration that the men in these little ships felt in trying to stem the Japanese advance into Malaya. Mr. Tomlinson has personal experience with East Indian waters, as recorded in "Tide Marks" (1924), and his narrative style is as iridescent as ever.

HALCROW, Capt. A., "The Sail Fishermen of Shetland and Their Norse and Dutch Fore-runners," xv, 187 pp.; 39 ill; index. T. & J. Manson, Lerwick, 1950. Price 15s.

Captain Lerwick, who will be remembered as a contributor to pre-war "Sea Breezes," was a native Shetlander who shipped in cod and herring fishers, coasters, and whalers before going into deepwater vessels. For 20 years he was with Elder, Dempster on the west coast of Africa, retiring in 1930 to spend the last 10 years of his life in his native islands. This posthumous book, based on the author's youthful experiences combined with years of research, tells the story of the sea fisheries of the Shetlands

from Viking times until the rise of steam.

He tells of the Dutch herring fleets, which fished Shetland waters from 1230 to the 19th Century. A subsidized British buss fishery was attempted in competition, but it failed to prosper. The native Shetland boat, the sixearn -- open, around 32 feet long, and built in Norway or of Norwegian timber -- lasted until the 20th Century, finally being replaced in the cod fishery by sloops and schooners and in the herring fishery by snacks and luggers. After 1800 the cod banks of Rockall, Faroe, and Iceland were developed, and in describing this fishery Captain Halcrow has his own experience to draw on, so that this is probably the best part of his narrative.

A great deal of sea lore seems to be making its way into print for the first time in this book. For example, we learn that live cod (which were carried in well-snacks to English markets, to be turned into fish & chips) actually gained weight in the wells without being fed, apparently from eating the plankton in the water circulating among them. The sixearn skippers, sailing without compasses, found their way in fogs by observing the "moder-dye" (the mother wave), the long Atlantic swell which is imperceptible in deep water but is visible on soundings to a trained observer.

Captain Halcrow had an easily read style, but nevertheless managed to document his text in professional shape. The illustrations show all the Shetland types, and particularly their relationship to the Norwegian vessels of Viking times.

KNUTSON, Torghny, "Hvorledes man selv bygger Robåter og små Seilbåter," 139 pp; 10 plans. Cammermeyers Boghandel, Oslo, 1948. Price 14.40 N.Kroner.

"How to build rowboats and small sailboats" is a little book on the methods of construction of modern Norwegian pleasure boats. These include such modern types as the Snipe, as well as clinker-built double-enders not far removed from the Viking ships.

GJESSING, Gutorm, "The Viking Ship Finds," 35 pp., 16 plates. J. Petlitz Boktrykkeri, Oslo, 1949. Price 1.00 Norwegian Krone.

On the subject of Viking ships, here is an authoritative booklet in English describing the three found near the Oslofjord and now preserved at the museum at Bygdøy. The illustrations show both the ships and some of the objects that survived the early grave-looters to be found with them.

SAILING SHIP NEWS

AMERIGO VESPUCCI, Ital.aux.naval tr.ship,
1 July left Leghorn for US via Canaries
and Bermuda; 21 Aug.arr.Annapolis, Md.;
24th sailed for home via New York and
Boston.

EAGLE, USCG aux.tr.bark. Was at Las Pal-
mas in August with AMERIGO VESPUCCI.

MADALAN, Port.aux.bgn. 24 July arr Provi-
dence R.I., 16 d.from St.Vincent CVI,
30 pass.and freight.

TOVARISCH (or TOVARISHCH), Russ.aux.tr.
bark (ex GORCH FOCK). 25 July arr Ply-
mouth, bound Leningrad-Odessa; proceed-
ed same day; 7 Aug.passed Gibraltar;
22 Aug.arr. Istenbul.

VIKING, Sued.4m.bk., 29 May left Rotterdam
in tow; 2 June arr.Göteborg.

A.J.COLLE, 3m.sch (built 1922). Hull is
now at Tampa, Florida.

(With thanks to R.H.I.Goddard, Jr.;
J. Meer; and John Burlinson.)

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spite of unification and the creation of
MSTS, the Army is still in the seafer-
ring profession. This is TM 55-370; 30p

ERRATA TO WEST COAST 3m.SCH LIST

Winston Langdon, who combines personal
knowledge of West Coast shipping with a
keen instinct for searching, points out two
errors on p.57 of this volume. MAGGIE
(1881) should be MAGGIE C. RUSS, and LOTTIE
CARSON, 286 tons, Port Blakely, 1881, by
Hall Bros., was omitted.

SCHOONER NOTES

Captain Harold G.Foss of Boston has sent
us some more items on New England schooners.
Regarding the end of the EDWARD L.SWAN (LC
v.1, p.127), he writes: "She fell over in
the Perth Amboy Dry Dock in 1936. We sold
her hull for a breakwater at Riker's I. We
did not believe that it would pay us to re-
pair the vessel after the accident. We
stripped her and moved aboard the EDNA HOYT
anything that might be useful for that ves-
sel. The rest we sold. I was surprised at
the good price we received for her masts.
By this time she has without doubt dis-
integrated.

"Two of the best three-stickers never
delivered a cargo. The MARY E.LERMOND (LC
v.2, pp.44, 61), named for Captain Lermond's
wife, sailed from Thomaston to Fernandina,
Florida, where she loaded a cargo of south-
ern pine for Puerto Rico. Soon after leav-
ing Fernandina, she encountered a hurri-
cane, became waterlogged, and the crew were
rescued after being on the wreck for some
time. Capt.Sproul, an old deep-water man,
was master of her; I believe it was the
first schooner that he ever sailed in.

"The ALICE M.DAVENPORT (LC v.2, p.44)
sailed from Bath for Nova Scotia, where
she loaded plaster rock for New York. Two
days after leaving, she was sailing along
the Maine coast, and struck on Seal Rock
and became a total loss. Capt.McKown of
Boothbay Harbor, Maine, was the master,
and Seal Rock was not many miles from his
home.

"The five-master WASHINGTON B.THOMAS (LC
v.1, p.93; v.2, p.61) only delivered one
cargo of coal. She was lost when she was
60 days old, bound home to Portland, Me.,
with her second cargo of coal. Capt.Ler-
mond was her master, and Mrs.Lermond was
drowned in the cabin."

Mr. Forman T.Bailey of Asbury Park, N.J.,
has sent us some data on the fate of the
4m.schooner ASBURY FOUNTAIN (ex CHARLES L.
DAVENPORT; LC v.1, p.119). Mr.Bailey's
father was managing owner of the CALVIN B.
ORCUTT, CHARLES G. ENDICOTT, and MALCOLM
BAILEY JR., and owned in 14 or 15 others,
including the GEORGE BAILEY, which was named
for him. Mr. Bailey writes:

"The ASBURY FOUNTAIN was owned by Capt.
Stephen Thompson of Matawan, N.J. He also
owned the FREDERIC A.DUGGAN and the MARGARET
(ex FRANCES C.TUNNELL). The FOUNTAIN was
run into off Winter Quarter about 1912 by
one of the Old Dominion Line steamers; as
I recall, it was the JEFFERSON. (contd.p.96)

MATTHEW TURNER AND THE SHIPS HE BUILT

Over ten years ago we wrote a biography of Captain Turner for "Fair Winds," which, along with other sketches from that short-lived journal, was reprinted in a little volume called "Cornell's Sea Packet 1942." We will therefore here only recall that Matthew Turner was born at Geneva, Ohio, in 1825; came to San Francisco in 1850 and after a fling at placer mining went to sea as owner and master of the schooners TORONTO and LOUIS PERRY and brigs TIMANDRA, NAUTILUS, and PERCY EDWARDS; was so encouraged by the success of the NAUTILUS, which he had designed himself, that he went into the shipbuilding business himself, first at San Francisco and later at Benicia; and died in 1909 after building 228 vessels.

The unpublished Henry Hall notebook, however, which is now in the Penobscot Marine Museum at Searsport, has some new material on Turner, which we quote:

"San Francisco, Nov. 9. Matthew Turner is a popular builder here, and in fact is about the only active builder, besides the Dickies. He was born, or at least, lived at Geneva, Ashtabula County, Ohio. In the winters, his father would build a boat of some kind. In the summers, father and son would go out on the lake. The young man thus gained an insight into ship building.

"He came here 15 or 20 years ago. He was not satisfied with the models then followed on this coast. In 1868, he made a model of a brig, the NAUTILUS, 173 tons register, and had the vessel built for him up North somewhere in Humboldt Bay. The old models were full and short forward. He reversed the plan, and made them long and sharp forward, lean and full on the water line aft. His model was laughed at. They told him his brig would pitch and dive into the water and be always wet. But it did not turn out so. She was a good vessel, very fast and successful, and is alive yet. She is 104' on the W.L., 24' 9" beam; 10' hold; and carries 260 tons.

"Mr. Turner built all his vessels on this general principle of a long forebody and short after body. He began the business of building in the winter of 1870-71, and has been regularly at it, ever since. He has introduced many new ideas. In some of his boats and yachts, he employs masts which are in one piece from keel to truck. The lower masts and topmast are all in one. He also introduced the Bermudan sail,

which Jerau once employed in Brooklyn, N. Y. It is the fore and aft sail without gaff, being a large triangular sail.

"Mr. Turner says that his experience in sailing on the Pacific ocean showed him the utility of that style of sail. In sudden squalls, the sail can be let go, and brought on deck with great ease, there being no terrible gaff to bring inboard and dispose of. Other builders have now adopted the 'Turner model' and the Bermudan sail, and spars of a single stick. The ST. PAUL, bark rigged, had fore and main masts 108 feet long, each in one stick... The steam brig DORA was rigged with masts, each a single stick."

It seems safe to assume that Turner had been familiar with the "Monthly Nautical Magazine," published in the late '50's by the shipbuilders, Griffiths and Bates, as the principles adopted in Turner's brig NAUTILUS are those long advocated by them; and Jerau's rig was also described in their pages.

Turner's total output of 228 vessels, although many were rather small, has probably never been equalled by any other individual shipbuilder in North America; in fact, he probably built more vessels for foreign account than any other American since the Revolution. A large part of his production was for owners in the South Sea Islands, where he had extensive trading interests.

So pronounced was his influence on the design of the South Sea schooner that as recently as 1941 a two-masted schooner, built at Tahiti and sailed under the Free French flag to San Francisco, was named BENICIA by her native builder, who had learned his trade in Turner's yard.

Another class of vessel in which Turner specialized was the Bering Sea pelagic sealing schooner, and he turned out a large number of them until U.S. law banned sealing under the American flag.

Karl Kortum of the San Francisco Maritime Museum recently sent us a copy of a complete list of Turner's products, as preserved in the files of Boves & Andrews. Hall's notebook has a more detailed list up to August 1881, and this, added to material in the Annual Reports of the San Francisco Chamber of Commerce from 1885 to 1903; to information gleaned from "Merchant Vessels of the U.S.;" and to details furnished by John Nolen of The National Archives and Dr. Jürgen Meyer of Kiel, led to compilation of the following list:

No.	Name	YEAR	Type	Gross Tons	1881		
					45	W.H. DIMOND	Barkentine 390
					46	NELLIE	Schooner yacht 32
	NAUTILUS	1868	Half Brig	173	47	LOUIS	Sch 42
		1871			48	ANNA	2m. Sch 239
1	ISLAND BELLE	1872	Sch	41	49	CZAR	2m. Sch 144
2	STELLA		Sch (foreign)	49	50	OTTER	2m. Sch 74
3	MARION		Sch (foreign)	48	51	WILLIAM G. IRWIN	Half brig 348
4	MARY		Sch (foreign)	49	52	NUHUA	French schooner 45
5	ATALANTA		Sch (foreign)	49	53	TARAVAO	Sch (foreign) 45
		1874			54	KODIAK	2m. Sch 102
6	FRANCAISE		Sch (foreign)	49	55	TAHITI	Half brig 290
		1875			56	CITY OF SAN DIEGO	2m. Sch 48
7	SIBERIA		Steam Half Brig (forn.)	126	57	POOR BEGGAR	Scow --
8	AIATA		Tahitian sch.	55			1882
9	MARIE		Sch (foreign)	30	58	EMMA CLAUDINA	3m. Sch 195
10	MABEL SCOTT		Sch	76	59	J. C. FORD	3m. Sch 242
11	NAMALOIE		Sch	59	60	JOSEPHINE	2m. Sch 64
12	THEO H. ALLEN		Pilot sch	48	61	GARCIA	2m. Sch 116
13	COLORADO		Sloop	20	62	CANUTE	2m. Sch 118
		1876			63	EVA	Sch (foreign?) --
14	DAGMAR		Sch (foreign)	59	64	MARION	2m. Sch 235
15	EUDORA		Sch	73	65	LURLINE	Schooner yacht 49
16	BELLA		Sch	34	66	GEORGE H. ROSS	2m. Sch 30
17	SALVATIERRA		Mexican sch.	64	67	VESTA	3m. Sch 285
18	PEARL		Schooner yacht	28			1883
19	NAGAY		Sch	20	68	SELINA	Half brig 349
20	UNGA		Sch	24			1882
21	CONSUELO		Schooner yacht	25	69	THERESA	Sch (foreign) 70
		1877			70	COMETA	2m. Sch 84
22	ALEXANDER		Sch	52			1883
23	HALEAKALA		Sch (foreign)	55	71	ALERT	Steam tug 71
24	MATTHEW TURNER		Sch	75	72	SEA WITCH	Steam tug 74
		1878			73	TUAMOTO	Sch (foreign) --
25	VLADIMIR		Sch	71	74	PAPEETE	Sch (foreign) --
26	LEON		Sch	68	75	MOMOTAMBO	Sch (foreign) --
27	ROSARIO		Sch	148	76	AHOME	Sch (foreign) --
28	MARGUERITA		Scow sloop	21	77	NO NAME	Tahitian schooner 50
29	ESTER COBOS		Sch	58	78	AMETHYST	2m. Sch 74
30	ST. GEORGE		Sch	100	79	COURTNEY FORD	Half brig 401
31	FLORA		Sch (foreign?)	35	80	NASSAU	2m. Sch 37
32	RESCUE		Pilot sch	70	81	HAWAIIANI	Sch (foreign) --
33	LILLIAN		Tahitian sch	70			1884
		1879			82	KARLUK	Steam half brig 294
34	MANGAREVIENNE		Mexican sch	70	83	HENRIETTA	2m. Sch 46
35	ONALASKA		Sch	54	84	RESOLUTE	St. Wheel steamer 302
36	CLAUDE SPRECKELS		3m. schooner	246	85	CELIA	Steam sch (3m.) 173
37	DOLLY		Sch	42	86	JENNIE GRIFFIN	2m. Sch 17
38	CHISPA		Schooner yacht	31	87	JENNIE & EDNA	2m. Sch 64
		1880			88	LIZZIE MERRILL	2m. Sch 54
39	NELLIE		Sloop	15	89	PORFIRIO DIAZ	Sch (foreign) --
40	JOHN D. SPRECKELS		Half brig	266			1885
41	DORA		Steam half brig	198	90	ALERT	Steam tug 75
42	PUNAU		Sch (foreign)	42	91	JAMES A. HAMILTON	2m. Sch 77
43	CONSUELO		Half brig	293	92	AZTECA	Sch (foreign) --
44	ELLA		Sch (foreign?)	43	93	AUDINA	Sloop 33
					94	EMMA	2m. Sch 44
					95	ISLANDER	Steamer (foreign) --
					96	J. I. DOWSETT	Hawaiian steamer --
					97	LIZZIE MERRILL	2m. Sch 62

"foreign" in parentheses denotes vessels we could not locate in "Merchant Vessels of the United States"

1885 (contd.)			1890 (contd.)		
98 SOLANO	Scow sch.	66	149 PITCAIRN	2m. sch	121
99 GRACIE B. RICHARDSON	2m. Sch	62	150 RAMONA	Schooner yacht	34
100 NAVIGATOR	2m. Sch	44	151 ALSTER	German sch	80
101 JOHN ROGERS	Steamer (foreign?)	--	152 ROBERT W. LOGAN	2m. sch	30
1886			1891		
102 FRANK LAWRENCE	Scow sch	57	153 GALILEE	Half brig	354
103 DOMATILLA	Sch (foreign)	--	154 BENICIA	Scow sch	32
1885			155 TAHITIENNE	Sch (foreign)	50 net
104 M. ROMERO RUBIO	Steamer (foreign)		156 HENRY	2m. sch	82
	1886 net	50	157 TEAVAROA	Sch (foreign)	110
105 SAN JOSE	2m. sch	54	158 CHUNAKA	Sch (foreign)	50 net
106 RELIANCE	2m. sch	64	159 PAPEETE	Sch (foreign)	127
107 PEARL	2m. sch	87	1892		
108 MOE WAHINE	Hawaiian schooner	147	160 RACHEL	2m. sch	84
109 MATEATA	2m. sch (foreign)	53	161 HIAWATHA	Steam tug	19
110 LAVINA	2m. sch (foreign)	71	162 EVERETT HAYS	2m. sch	39
1887			163 SHASTA	2m. sch (scow)	95
111 BERWICK	2m. sch	100	164 ALPINE	Scow sch	95
112 CHETOC	2m. sch	106	165 GENEVA	Half brig	495
113 DEL NORTE	2m. sch	100	166 JOSEPH & HENRY	2m. sch	95
114 LURLINE	Half brig	358	1893		
115 THISTLE	Steam sch	65	167 JEANETTE	Steam half brig	298
116 ANTELOPE	2m. sch	123	168 SANTA CRUZ	2m. sch	45
117 EUREKA	2m. sch	123	169 TULENKUN	2m. sch	49
118 ELSIE IVERSEN	2m. sch	122	170 TOLNA	Schooner yacht	82
119 NEWARK	2m. sch	120	1894		
120 MONTEREY	2m. sch	126	171 IDA A.	2m. sch	28
1888			172 ?	?	?
121 SEVEN SISTERS	2m. sch	129	173 BENAK	German schooner	53
122 CONFIANZA	2m. sch	88	174 ANITA	2m. sch	88
123 BERTHA	Steam half brig	388	1895		
124 ALICE	Stern wheel steamer	--	175 ETTA B.	2m. sch	25
125 JENNIE	2m. sch	70	176 BEAVER	Stern wheel steamer	37
126 EQUATOR	2m. sch	72	177 ALICE	Steamer	--
127 PORTIA	2m. sch	66	178 FOUR SISTERS	2m. sch	38
128 AMERICA	Pilot sch	78	179 KODIAK	2m. sch	146
129 CATALINA	Sloop yacht	--	1896		
130 LINDA	Sloop yacht	--	180 FIVE BROTHERS	2m. sch	81
1889			181 GERALD C.	2m. sch	31
131 ARTHUR I	2m. sch	129	182 BARANOFF	2m. sch	64
132 HELENA	Sch (foreign?)	--	183 MAKSCUTOFF	2m. sch	64
133 ?	Stern wheel steamer	--	184 BELLA	Stern wheel steamer	370
134 LYDIA	2m. sch	39	1900		
135 ALIUT	2m. sch	38	185 NOME	Schooner-rigged lighter	231
136 ARCTIC	Steamer (stern whl.)	--	186 YORK	Schooner-rigged lighter	231
137 PINOLE	2m. sch	81	1896		
138 RELIANCE	Steam tug	94	187 DUXBURY	2m. sch	37
1890			188 MERCUR	German 2m. sch	52
139 JESSIE	Schooner yacht	73	1897		
140 ST. PAUL	2m. sch	48	189 LA CHILENA	Naphtha aux. sch	14
141 OLGA	2m. sch	43	190 NEPTUN	German sch	140
142 HERMAN	2m. sch	105	1898		
143 HUNTER*	2m. sch	63	191 LEAH	Stern wheel steamer	477
144 NORTHERN	Steamer	--	192 HERCULES	German gas. aux. sch	150
145 PACIFIC	Steamer	63	193 CLARA	Sch (foreign)	81 net
146 ARCHIE & FONTIE	2m. sch	64	194 MARY SACHS	2m. sch	35
147 MIKRONESIA	German sch	35	195 ALICE RIX	St. Whl. SS (foreign?)	--
148 EMMA	2m. sch	25	196 FRIJTO	St. Whl. SS (foreign?)	--
*built in 1892			197 BESSIE H.	St. Whl. SS (foreign?)	--
			198 MONARCH	Barge	153

1898 (contd.)

199	W.P.FULLER	Twin screw gas sch	49
200	QUEEN OF THE ISLES	Sch (foreign)--	
201	MALOLO	Sch (foreign)	---
202	MASCOTTE	Sch (foreign)	---
203	MARSHALLEON	Sch (foreign)	---

1899

204	CAROLINE	Sloop	14
205	BENICIA	Rktn	674
206	TAMARII TAHITI	(foreign) Sch	145
207	ALBA	Sch (foreign)	---
208	SURPRISE	Sch (foreign)	---
209	EBON	Sch (foreign)	---
210	LA CROIX DU SUD	Sch (foreign)	---

1900

211	ECLIPSE	Gas.Aux.Sch	211
212	ROSAMOND	4m.schooner	1030
213	NUUHIYA	Sch (foreign)	---
214	?	Barge	---
215	?	Barge	---
216	ARIEL	4m.schooner	726
217	AEOLUS	German gas.aux.sch	150
218	PATHFINDER	Pilot schooner	86

1901

219	SOLANO	4m.schooner	728
220	MAURICE	Sch (foreign)	---
221	AMARANTH	4m.bktn	1109

1902

222	AMAZON	4m.bktn	1167
223	GAZELLE	Gas sch (foreign)	----
-	Three barges	120 x 37 x 9	---
-	Donkey lighter		---
224	M. TURNER	4m.schooner	816
225	EIMEO	French aux.sch	175
226	TARANG	2m.schooner	83

1903

227	TRITON	Gas sch (foreign)	---
228	SIATIAFI	Sch (foreign)	38

Building lists of this kind frequently present puzzles, and the above is no exception. To begin with, unless our notes have misled us, Hall's list does not include the ONALASKA (35), and he refers to OTTER as 49 instead of 50. The NAUTILUS of 1868 was built in the Eureka shipyard of E. & H. Cousins, as we reported in vol.1, p.25.

ISLAND BELLE (1) was built at San Francisco, according to her register; but the four 1872 schooners present a real problem. As we reported on p.87 of vol. 1, good authorities credit these and two others as having been built at Eureka by H.D.Bendixsen. At this distance we can only conjecture that Turner, through his Tahitian trading interests, obtained orders for half a dozen schooners, and then made a deal whereby he built four of them in a portion of Bendixsen's yard, while Bendixsen built the other two.

In 1883, some time between the building of 72 and 78, Turner moved his yard from San Francisco, where all his vessels from SIBERIA (7) on had been built, to Benicia. The S.F.Chamber of Commerce lists say RAMONA (150) was built at Tiburon, but other sources do not bear this out.

BELLA (184) and LEAH (191) were Yukon River steamers; they are officially listed as built at St.Michael, Alaska, but were probably shipped knocked-down from Benicia.

The names YORK and NOME probably really belong with numbers 214 and 215; it is difficult otherwise to explain how they appear two years early in the sequence, and it is possible that 185 and 186 were the barges BEAR and FOX, each of 539 tons, which are listed as built at San Francisco in 1898 and owned in St.Michael.

Still further mystery surrounds several vessels, listed either in the S.F.Chamber of Commerce reports or in "Lloyd's Register of American Yachts" as having been built by Turner, but not contained in the numbered list. Here they are:

1891	ROYAL	Steam tug	59
1891	TRUANT	Sloop yacht	--
1893	NAIAD	Yawl yacht	37'6"
1895	GERTRUDE	Sloop	net 6
1898	SAN JOSE	St.Whl.SS	192
1898	TAKU	Steamer	54
1900	GADDER	Sloop yacht	30'
1901	NEWTOWN	St.Whl.SS	77

Probably the yachts were built without formal contracts (the GADDER was Turner's own boat) and hence do not appear in the building list; but the omission of a vessel the size of SAN JOSE is a puzzle indeed.

We will close this brief account of Turner's vessels by quoting a letter received by Mrs.Turner at the time of her husband's death:

"My Dear Madam:

"I took the liberty of sending some carnations to the funeral obsequies of your husband, and as the name on the card accompanying them would probably mean nothing to you, write this to say that I was Superintendent at the Mill in Mendocino, and it was at my request that Captain Turner made the heroic effort at the risk of his own life to save the lives of those on the WALTER CLAXTON when she capsized in a gale in the Spring of 1853 off the Mendocino coast.

"It was the act of a man of dauntless courage, high ideals, and generous impulse which wherever found, stamps their possessor as a nobleman,

and an honor to the race.

"I fully expected to be present at the funeral, but the storm made it imprudent at my age to go out.

"With my sincere sympathy, I am,

"Very respectfully yours,

"E.C. Williams."

SAILING RECORDS OF TURNER SHIPS

From records in the possession of Boves & Andrews come the following epitomes of fast passages by Turner-built vessels:

EMMA CLAUDINA, San Francisco to Hawaiian Is. 8 d 8 hr; Hilo to S.F. 9d. 20 hr., 1884.

BENICIA, bktn, Newcastle NSW to Kehei, T.H., 35 days.

SOLANO, 4m.sch, Shanghai to Port Townsend, 22½ days, April 1902.

AMARANTH, 4m.bktn. Shanghai to Astoria 23 d. Four trips from Puget Sound to Taku or Shanghai under Capt. E.C. Boves in 100, 110, 118, 123 days from leaving Puget Snd. until returning to Puget Sound.

GALILEE, Tahiti to S.F. 22½ days, 1891; 21 consecutive trips averaged 28½ days.

NAUTILIUS, Tahiti to S.F. 20 d.

PAPEETE, S.F. to Tahiti 17 days.

WILLIAM G. IRWIN, S.F. to Kahului 8 days 17 hrs, 1881; Honolulu to S.F., 9 days.

JOHN D. SPRECKELS, Round trip, S.F. to Kahului, 28 days including loading and discharging. Honolulu to S.F. 9d 20h, 1891.

GENWA, Launceston, Tasmania, to Newcastle NSW, 2 days.

ANNA, Honolulu to S.F., 10 days, 1886; round trip down and back in 31 days; 8 round trips S.F. to Kahului in 357 days.

J. H. DIMOND, Honolulu-S.F. 9 days 10 hr.

LURLINE, sch. yacht, won three of the first four San Pedro-Honolulu yacht races.

SCHOONER NOTES (Contd. from p. 91)

The schooner was badly damaged and was eventually towed up the Delaware to a point below Philadelphia. I don't think she was repaired."

In confirmation of Mr. Bailey, the last documents of the ASEURY FOUNTAIN record her as laid up from 25 May 1911 until the summer of 1914, when her registry was abandoned.

MORE ON LARGE CATBOATS AND SLOOP

Further investigation of the giant sloop ROSS L. COE (LC v.1, p.139) indicates that she was actually a lighter, probably rigged with a single derrick mast, and

hence classified as a sloop by a literal-minded surveyor.

She was, however, referred to as a "lighter" on the occasion of her arrival at Boston from Kennebunkport, and there is nothing in her documentation to indicate that she was used other than in Boston Harbor. She became an unrigged barge in 1904, and was scrapped in World War I.

Another candidate for the largest catboat sweepstakes is the NICKERSON, built at Osterville in 1901 for Nickerson Bros. of Chatham for commercial fishing. She measured 45.9 x 15.5 x 5.7 feet, was 48 ft. overall, and cost \$3500. Other large cats were described on pp.12 and 56 of vol. 1 of LOG CHIPS. The NICKERSON, with a gross tonnage of 14, was smaller in tonnage than the CLEOPATRA but 10 ft. longer; however, unlike the CLEOPATRA, she had an auxiliary engine.

MERCHANT MARINE MAY GET FLAG

Rep. Murphy of New York has introduced a bill to provide a distinguishing flag for U.S. merchant vessels, which, like the present Coast Guard flag, would be flown in addition to the national flag. It would be similar to the existing yacht ensign.

EUROPEAN LOG (Continued from p. 87)

ship was the burial place of a queen; it was excavated in 1904.

All three graves had been looted -- probably at the beginning of the Christian era, when even of the Norse gods no longer protected the Viking burials -- so that the gold and silver items were mostly not recovered, but the iron, bronze, and wooden objects have yielded a great deal of information on the culture of Viking times.

The ships themselves are marvelous works of naval architecture. The Oseberg ship, 70 x 16 ft., is the first one seen on entering the museum. The carved work on her stem and stern has now been completely restored, and she looks much neater than in her older photographs. She had 15 oars a side, and from the wear at the oar-holes and in her fastenings it is judged that she was about 50 years old when buried.

The Gokstad ship is about 76.4 x 17.2 ft., has 16 oars a side, and 16 strakes of plank on each side as compared to the 12 of the Oseberg ship; like her she could be sailed as well as rowed. A remarkable thing is that the bones of a peacock were found in the Gokstad ship. (To be continued)